

91 19846 Lin
No. 42 Survey held at Stonoway Date, first Survey July 1872 Last Survey 30 Oct 1872
on the Brig Eothen Master McKenzie
Tonnage under Tonnage Deck 216.95 Built at Cardiff When built 1849 Launched
Ditto of Spar Deck, or Avoing Deck
Ditto of Poop, or Raised Qr. Dk. 8.72 By whom built
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 225.67 Owners McKenzie & Co
Crew Space, as per Rule
Register Tonnage, cul on Beam
Engine Room
Register Tonnage, as a Steamer, }
cut on the Beam }

Length as per section 39....	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	94	4	24	4	15	1	1	1	one
Scantlings of Timber.									
TIMBER AND SPACE									
Floors	11 1/2	12	-						
1st Foothooks	9	8							
2nd Ditto	7 1/2	4							
3rd Ditto	7	5 1/2							
Top Timbers	8	9	5 1/2						
Deck } No. 24 Average	4 1/2	8	9	5 1/2					
Beams } Space	4 1/2								
Deck Beams, length amidships	11 1/2	10 1/2							
Hold } No. 14 Average	4 1/2	11 1/2	10 1/2						
Beams } Space	4 1/2								
Hold Beams, length amidships	11 1/2	15							
Keel	12	14 1/2							
Scarphs of Ditto	12	12							
Keelsons									
Scarphs of Ditto									

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.									
Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship	Iron in Ship	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in Ship	Iron in Ship	Inches required per Rule	Hold Beam	Waterway ..
Scarphs of Keel, No. 10	—	3/4		Arms of Hooks	—	1 1/4		Bolts in	Knees
Keelson Bolts through Keel	—	1 1/8		Thro' Bilge and Limber Strakes	—	1			Shelf or Clamp
at each Floor	—	1 1/4		Thickstuff over Double Floors ..	—	3/8		Deck Beam	Waterway ..
Bolts thro' Heels of Timbers	not used			Butt End Bolts	—	5/8 & 3/4 long		Bolts in	Knees
against Deadwood	—	5/8 & 3/4		Short Bolts in Ceiling	—	2 1/4			Shelf or Clamp
Frame Bolts	—			Pintles of the Rudder	—			Nails or Bolts in Flat of Deck	
								Treenails 1 1/4	Inches

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 Inches. The Space between the Top-Timbers is 6 Inches.
The Floors consist of English Oak
The Second Foothooks of English Oak
The Main Keelson English Green heart and app free from all defects.
The Transoms, Knightheads, Hawse Timbers, & Aprons of English Oak ditto.
Deadwood, of English Oak and app ditto.
The Stem, and Stern Post of English Oak ditto.
The Deck and Hold Beams of English Oak & Red pine
The Breasthooks of English Oak
The Knees of English Oak & Iron The Keel of Amst Elm
The Main piece of Rudder of Amst Elm of Windlass of English Oak
Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Amst Elm & English Oak
or to the First Foothook Heads } and Amst White Oak
From the above named Height to the Light Water Mark English Oak
From the Light Water Mark to the Wales English Oak
The Wales and Black-strakes Amst White Oak & English Oak
The Topsides & Sheer-strakes Amst White Oak
The Spirketting and Plank-sheers Amst White Oak
The Water-ways { Upper Deck Amst Red pine
Lower Deck
The Decks Yellow pine State of new
The Shifts of the Planking are not less than five Feet three Inches. N.B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.
The Planking is wrought three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are English Oak
The Ceiling, Lower Hold, and between Decks English Oak
Fastenings.—To Hold Beams seven pair iron hanging knees with iron
staple knee between each
Shelf Pieces and Clamps English Oak

Deck Beams nine pair short hanging knees (iron) and double
lodging wood knees

Number of Breasthooks Three Pointers one pair Crutches three pairs
Butt End Bolts are of iron in the Bottom and Bolts in each Butt End is through and clenched.
Bilge and Limber Strakes are all bolted through and clenched. Treenails of Red pine How Made planed
Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship fair

We certify that the above is a correct description of the several particulars therein given.

Surveyor's Signature Finlay Fraser

Surveyor's Signature

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain	110	1 1/8				Bowers	2	21 cwt			
1	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	<i>all belonging to ship</i>					(State Machine where Tested, and name of Superintendent).		<i>Belonging to ship formerly</i>			
2	Fore Topmast Stay Sails,	Hempen Stream Cable	90	4 1/2				Stream	1	10 cwt			
1	Main Sails,	Hawser	90	6 1/2									
2	Main Top Sails,	Towlines						Kedges	2	6 cwt			
and		Warp	90	4									
		All of quality											

Her Standing and Running Rigging Herip & wire sufficient in size and good in quality. She has one Long Boat and one jolly boat

The present state of the Windlass is good Capstan good and Rudder good Pumps good

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Bulwarks 3/4 of inch clear of planks sheer

Cargo Hatchways.—How formed? in the ordinary manner State size Fore hatch 5 ft x 4 ft aft 4 ft x 4 ft

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? none

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 6 ft 10 in x 5 ft 1 in

Order for Special Survey, No. _____ Date 24 July 1892 DATES of Surveys held while repairing as per Section 35. 1st. When the Frame is completed first surveyed 3rd July 1892 2nd. When the Beams are put in, &c. _____ 3rd. When completed, and before the plank be painted or payed 30th Dec 1892

Order for Ordinary Survey, No. _____ Date _____

General Remarks.

This vessel having been on the Strand has been surveyed and repaired in conformity with the Sec^d Survey in Section 60 of the rules. The extent of repairs are. New Keel, & garboard streak. four new planks in Bottom. three Bend planks Amidships & two Hood ends in bends. forward and aft, on port side. Six Hood ends forward and one aft in bottom. Three Bend planks Amidships with two Hoods in Bends fore & aft on Star^d side. Top Sides, Sheer Strakes, plank sheers, waterways, both sides. New Decks. five new Hold Beams. twenty new Stanchions with lower part of Stem & Stern post new. Has been treenailed throughout, and all the iron fastening taken out and renewed, a new Rudder was supplied. The plank- ing from bends downward were scraped bright. The Air Courses and limbers were cleared and the timbers outside and inside examined and tested and all found good. The decks were relaid with Yellow pine. The new planking & Stanchions were of Austⁿ White Oak. The windlass was un- luring and lining stripped. body of windlass found good. The Cables were measured and anchors weighed. This report of Survey has been delay until advice from the Assistant Surveyor came to hand that a Stream Cable (Hemp) and a four inch warp had been supplied as ordered by me.

Present condition of Caulking of Bottom Good Deck, good and Waterways good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled _____ When last done _____

I am of opinion this Vessel should be Classed 9 Years A in red being 2/3 of original survey

The Amount of the Entry Fee.....£ 3 : - : - is received by me,

Travelling Expenses, Special.....£ 4 : 18 : -

(if any) £ 3. 3/- Certificate.... - : 5 : -

Committee's Minute 3rd Dec 1892

Character assigned Red

S.S. 72-8 Years
record repair



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